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Per Dozen ... \$13.50
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Hongkong Daily Press.

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PENS.
Of Highest Quality, and having
Greatest Durability, are there-
fore **CHEAPEST.**
The Only Award Chicago, 1893.

No. 13,918 號捌拾百玖千壹萬第 日柒十二月玖年捌十二緒光 HONGKONG, TUESDAY, OCTOBER 28TH, 1902. 式拜禮 號捌十二月十年式零百九千壹萬英洋市 PRICE, \$2 1/2 PER MONTH

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THE HONGKONG DISPENSARY. (a1545)

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This World-renowned
Fine Old Highland Whisky,
Sole Shippers—**CUTLER, PALMER & CO.,**
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PRICE \$11.75 PER DOZEN
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Blend
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Distillations of the
Finest Scotch Whiskies
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HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS	NIGHT CARS
7.30 a.m. to 8.00 a.m. Every 10 minutes.	4.30 p.m. to 8.00 p.m. Every 15 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.	8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 15 minutes.	8.30 p.m. to 9.00 p.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.	9.00 p.m. to 9.30 p.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.	9.30 p.m. to 10.00 p.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.	10.00 p.m. to 10.30 p.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.	10.30 p.m. to 11.00 p.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.	11.00 p.m. to 11.30 p.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.	11.30 p.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.	12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 15 minutes.	12.30 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.	1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 15 minutes.	1.30 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.	2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 15 minutes.	2.30 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.	3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 15 minutes.	3.30 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.	4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 15 minutes.	4.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.	5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 15 minutes.	5.30 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.	6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 15 minutes.	6.30 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.	7.00 p.m. to 7.30 p.m. Every 15 minutes.

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having
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Establishment is always ready in this respect.
We are Agents for the famous **NEW**
ROBEY & CO. CYCLES, and we also supply
Bicycles of every description.
Repairs can be had in Second-hand Machines.
Repairs executed with promptitude and skill.
Examination & Speciality.
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Hongkong, 4th April, 1901. (a2594)

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CANADIAN CHEESE,
IN JARS (MEDIUM and SMALL).

Wholesale and Retail from
LANE, CRAWFORD & CO.,

Sole Agents.
Hongkong, 22nd October, 1902. (a2808)

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16, LINDHURST TERRACE

COLOURED FLOWER SILK and SILK
SATIN WHITE SILK TULLE CRIP-
PONS HATS, KID GLOVES, IN-
FANTS' SHOES, LACE HANDKER-
CHIEFS, LADIES' CAPES, SKIRT
BRAIDS of all Colours, COLOURED
GIMP TRIMMING, CHILDREN'S SILK
CAPS, &c.
Hongkong, 18th October, 1902. (a2892)

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WORLD RENOWNED AND LEADING EVERYWHERE.
WITH REQUISITES IN STOCK.

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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC, \$25 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY \$12.50 PER CASE.

THE ELITE OF WHISKY—

THE "PALL MALL,"

\$22 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL BLEND WHISKY, \$11.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

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GENERAL GROCERIES AND PROVISIONS.

WINES, LIQUEURS AND SPIRITS.

JUST RECEIVED A NEW STOCK OF

CHOICE TABLE DELICACIES.

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(a34)

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Brown's Nautical Diary 1903	1.30
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and	1.45
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Cosmos's Cosmos and South China	New Edition

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(a33)

(a33)

(a33)

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"ODONTALINE," THE TOOTHACHE CURE.

"CALLICURA," THE GREAT CORN CURE.

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POWER'S WHISKEY.

A genuine old Dublin Pot Still Whiskey. Being a Distillers' "Self"

Whiskey is free from all patent spirits and other blending materials;

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Telephone No. 75.

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HATTERS, FOR HOSIERS.

EVENING DRESS SHIRTS, WHITE TIES,

BOWS, COURT SHOES, KID GLOVES, SILK SOCKS,

CAPS, AND TAM O'SHANTERS.

(a37)

HANOI EXPOSITION

HAS BEEN POSTPONED

UNTIL THE

16TH NOVEMBER, 1902.

R. REAU,

Acting Consul for France.

Hongkong, 22nd October, 1902. (a2820)

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A VERY LARGE STOCK OF

PRIVATE GREETING CARDS.

Can be Printed with Customers' Names and

Special Greetings.

CHINESE HAND-PAINTED RICE CARDS.

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AN ENORMOUS VARIETY.

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The SUBSTITUTE for IVORY in the

TROPICS. Does not crack or change its shape.

Is coloured throughout and always keeps its

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Has the same hardness, click and elasticity

as the very best ivory.

BONZOLINE BILLIARD BALLS, size 2 1/4 inch.

Rs. 31/8 set of three.

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Rs. 12/6 set of twelve.

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Rs. 16/3 set of sixteen.

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Rs. 23/- set of twenty-two.

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BILLIARD TABLE MANUFACTURERS.

60 & 61, BENTINCK STREET.

CALCUTTA 2119-2

(a2119-2)

(a2119-2)

(a2119-2)

"D. C. L." OLD TOM

AND DRY GIN

PER DOZEN ... \$8.00

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H. PRICE & CO.,

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HONGKONG HOTEL

A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and

Smoking Rooms.

Dining Accommodation for 250 persons

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from

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Electric Lighting in the Billiard Room.

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All Hotel Linen washed on the premises by

Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGE MODERATE. (a40)

THE PEAK HOTEL.

Admirably Situated. Sheltered from the

North-East Monsoon and Open to the South.

West Monsoon.

A COVERED GANGWAY LEADS

FROM THE TRAMWAY TERMINUS

INTO THE HOTEL.

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KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Rooms specially reserved for Captains of the

Mercantile Marine.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 24th October, 1902. (a2829)

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the

Tram Terminus.

Tel. 56.

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MANAGER.

Hongkong, 2nd July, 1900. (a52)

THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 15 Bed-

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The Hotel is situated near all the Banks and

Principal Offices in the Colony.

Special Attention paid to the Comfort of

Guests.

Cuisine excellent; under Experienced Man-

agement.

Terms Moderate.

For Terms, apply to the

MANAGER.

Hongkong, 23rd May, 1902. (a51)

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH

CHINA)

MACAO

HAS been re-opened, under European

management and most strict supervision

as

INTIMATION

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LIMITED.

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WINE & SPIRIT MERCHANTS

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OF THE FINEST QUALITY AND
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Per doz. Per bot.

B. OLD VINTAGE, superior
quality, Red Capsule ... \$14.40 \$1.20C. FINE OLD VINTAGE
superior quality, Black
Seal Capsule ... 18.00 1.50D. VERY FINE OLD
VINTAGE, extra superior
(OLD BOTTLED), Violet
Capsule ... 24.00 2.00The following Wines, bottled in Europe, have
been specially selected, and procured
from the celebrated firm of Messrs.
GEO. G. SANDEMAN, SONS & CO.,
of London and Oporto, and are of
the highest class:—

OLD TAWNY ... 21.00 1.75

INVALID ... 21.00 1.75

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VERY OLD TAWNY ... 45.00 3.75

OLDEST and FINEST ... 54.00 4.50

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

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Only communications relating to the news columns

should be addressed to THE EDITOR.

Correspondents must forward their names and ad-

dresses with communications addressed to the Editor.

All letters for publication should be written on

one side of the paper only.

No communications should be sent to the Editor

already appearing in other papers will be inserted.

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Telegraphic Address: PEARCE, CODES: A.B.C. 5th Ed.

Liber's

P.O. Box, 38, Telephone No. 12

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 28th October, 1902.

SOME fresh light has been thrown on the subject of the difficulties connected with the evacuation by the foreign garrison of Shanghai, which should come off on the 1st proximo, in accordance with the arrangement made with the late Liu KUNG-YI. When we wrote about this matter last week it was not known whether we had the full details of Germany's conditions in return for the withdrawal of her troops from Shanghai. The telegram of the Peking correspondent of the Times, as summarised by Reuters in a despatch of the 24th instant, says that Germany stipulates that China will not grant to any other Power preferential, military, maritime, or economic advantages in the Yangtze Valley, nor the right to occupy any point commanding the river. This is a somewhat more detailed stipulation than that reported first, on the authority of the Norddeutsche Allgemeine Zeitung, by which China was to bind herself "not to concede to any Power upon the Yangtze any military or special advantages infringing the principle of the Open Door." There is, however, very little ultimate difference in the two accounts. Dr. MORITZ adds the important point that France has made similar conditions, omitting only the reference to "economic advantages." Such are the terms which have been demanded from China by two of the Powers whose troops remain at Shanghai. We have seen Reuters's telegram of the 25th instant, published in to-day's issue, an explanation of the reason for Sir EMMETT SAROW's opposition to the demands of France and Germany. He objects, according to Reuters, because the stipulation for bidding preferential advantages refers to the Yangtze Valley and not to the whole

of China. The objection seems valid. We have seen from the manner in which the Anglo-French Agreement of 1896 about Siam has been interpreted what the danger of guaranteeing one portion only of the territory of a weak state may come to. The unguaranteed part is in constant danger of aggression. We cannot but admire, as a stroke of policy merely, the manner in which Germany has gone about to secure from China a promise of the Open Door in what was once known as the British "sphere of influence" in China. France only seems in this case to have been following her more powerful neighbour's lead. If the explanation is right which is given in the telegram, H.M. Minister at Peking objects to a stipulation guaranteeing the absence of preferential advantages in the Yangtze Valley only and not throughout the whole of China. If we judge by past history, the lack of a guarantee about the rest of China might be twisted, at some future date, into an admission that preferential advantages elsewhere are perfectly in order. Such a line of argument would well suit the book of Powers who have already secured a strong basis in one part of China, from which they are anxious to spread themselves further and further inland, and who see that in the Yangtze Valley their position is not yet protected against a similar action on the part of another Power. In fact the argument might be put thus:—We have got our own individual slice of China, to which we are quite willing to add, but we wish to protect the rest remaining part from becoming alienated to anyone as that was to us. Such a policy, however, it must be recognised, is an impossible one in the interests of international comity. The Powers have all professed their desire repeatedly, during the events which succeeded the "Boxer" outbreak, that the perfect integrity of China shall be maintained. The sincerity of this profession is now put to the test. The conditions asked of China before the promise to evacuate Shanghai is kept are in the first place unnecessary, and in the second, if asked at all, incomplete. If it were needful to make China promise not to favour one Power unduly in the Yangtze, it would be just as necessary in the rest of China. We said last week that we failed to understand the attitude of the German Government in connection with the question of Shanghai's evacuation. We are no clearer now, still assuming that Germany is not trying to act otherwise than honestly toward her allies.

The Portuguese gunboat *Dia* arrived yesterday from Macao, and H.M.S. *Cressey* went into dock at Kowloon.

The visitors to the City Hall Library and Museum for the week ending 26th October, were 233 non-Chinese and 93 Chinese to the former, and 60 non-Chinese and 234 Chinese to the latter institution.

A river steamer *Hongkong*, plying between Bangkok and Pachin, which went ashore on the east coast of the Gulf and capsized some time ago, has now been raised and taken to Bangkok.

In the Supreme Court yesterday, the Chief Justice drew the attention of the Bar to the fact that when plans or similar productions were to be put in, five copies must be provided; members of the Bar should know that one was of no use.

Leaving over a three-foot-high verandah at 168, Hollywood Road on Sunday, a Chinese woman overbalanced and fell to the street, sustaining a severe scalp wound and minor injuries about the body. She was conveyed to hospital, where she is doing well.

The funeral of the late Mr. R. T. Head took place at the Happy Valley soon after 8 o'clock yesterday morning, between 30 and 40 friends being present. The Rev. F. T. Johnson, chaplain of St. John's Cathedral, read the burial service. A number of wreaths were sent as tokens of respect.

In the six-a-side games of the H. K. A. F. C. yesterday Rutherford's team met with its first reverse, being beaten by Bennett's team by the margin of a goal. The losers, however, were one short up to half-time, whereas Bennett's side played two strong substitutes. To-morrow a good match is expected between Wolf's team, which has won five games off the reel, and Rutherford's, whose score is four wins to one loss.

H.E. Senhor Conselheiro José d'Azevedo Castello Branco, Portuguese Envoy Extraordinary and Minister Plenipotentiary on a special mission, to China, and his suite are due to arrive on the *Hamburg* to-day on their way home. The members of the Club Lusitano are giving a reception to His Excellency this afternoon at 5 o'clock. We understand that, on the invitation of His Excellency, the Acting Governor of Macao is coming over to meet His Excellency; also Messrs. A. J. Basto, P. Nolasco da Silva and Eduardo Marques, representing the *Real Senado* of Macao. His Excellency will stay in one of the local hotels, and will, we hear, dine with Senhor Conselheiro Romão, Portuguese Consul-General, at his residence, "Duarte," this evening.

Actual work on the Philippines census begins next March.

The first race in 1903 for the America Cup, for which Sir Thomas Lipton has challenged a third time, will be on the 20th August.

A bicycle meet was prevented by the authorities the other day near Kobe on account of the prohibition of public gatherings during the prevalence of cholera.

A movement is on foot in the U. S. War Department to reduce the standing army to 60,000, but such a move will make no change in the footing of the army in the Philippines.

It is said that two residents of Singapore won the first prize in the last Macao lottery—\$50,000. They took half shares in a ticket, which brought them \$25,000 apiece. It is also understood that the third prize of \$10,000 has been won by a Singapore man.

According to the *Deutsch Asiatische Warte*, the German Emperor has ordered the withdrawal of one battalion of the East Asiatic contingent from Chingwantao. The steamer *Gouverneur Jaeschke* is to transport the troops from Chingwantao to Tientsin.

According to Shanghai reports, the provincial authorities in Szechuen are disturbed over encroachments within their boundaries of Russians who have come over from Tibet. They have memorialised Peking to ask that help be furnished by Imperial troops to save the borderland from further invasion.

The *Manila Times* publishes the following telegram, dated Zamboanga, 17th October:—The Sultan of Ramayay, representing his own and ten other *rancherías* near Macia, has sent assurances of friendship to Camp Vicars. The Sultan of Minabily, near Macia, did the same. These sultans have been invited to visit the American camp. This is a result of the Macia expedition.

A third meeting of French citizens took place on the 14th inst. at M. Jordan's residence in Bangkok to consider the protest against the new Franco-Siamer Treaty, which it had been remitted to a committee to draw up. The Chinese *protégés* and the French missionaries were absent. The protest, which is a lengthy document, took the form of a petition to the Chamber of Deputies and the Senate. It was adopted after considerable discussion.

Baseball has "caught on" in Japan, and there are said to be seventy Japanese clubs in the country. It may now be said to be almost as much the Japanese national game as it is the American. If anyone doubted its popularity, says the *Kobe Chronicle*, a visit to the field at half-past four yesterday afternoon [the 17th inst., where Kobe was playing Yokohama] would have dispelled the doubt. The occasional cheering, too, might have been heard some distance away. The greater part of foreign Kobe was present, and some hundreds of Japanese schoolboys, who followed the game intelligently.

Commenting on the Singapore report about a movement being afoot in Bangkok to oust the British officers employed in the Siamese Customs and replace them by Frenchmen, the *Siam Observer* remarks:—The *Singapore Free Press* has evidently been misled by some cock-and-bull story connected with the approaching termination of the original engagement of Mr. E. Ambrose as Assistant Director-General and Adviser to the Customs Department, and the question of its renewal pending. There is nothing else, so far as we know, which could have given a pretext for the gossip sent to the Singapore paper.

It is satisfactory news, says the *Straits Times*, that the construction of the Singapore-Johore Railway is rapidly progressing towards completion. We understand all the bridges are finished, and there is little more than a mile of line remaining to be laid at the Woodlands end. The longest bridge is that at Mandai which has a span of about 100 feet. The line is now being ballasted with granite as quickly as the material can be obtained; and the Tank Road terminal station and other stations are very nearly completed. There seems every reason to believe therefore that the construction of the line will be finished by the end of the year.

There has been a report current amongst the natives near Seremban that a volcano in Sumatra, in the Menang Katu District, is in a state of activity, and that the haze which has been prevalent lately is the smoke from that mountain. If the report is true, says a *Malay Mail* correspondent, it sounds a much more likely solution of the mystery than the suggestion that it is dust from Martindale, or "smoke from Japan." Sumatra is very near at hand and the smoke could be very easily blown across the Straits. According to the *Mail*, the Chinese at Kuala Lumpur regard the present abnormal atmospheric conditions as the precursor of a terrible calamity.

The *Foochow Daily Echo* of the 18th inst. says:—The following official notification was issued this afternoon by H. B. M. Consul: The Chinese authorities state that Nantai is frequented at present by a large number of natives of the dangerous classes, who endeavour to screen their misdeeds by pretending to be in the service of foreigners. The authorities request me to warn British subjects to exercise vigilance with regard to such persons. From the city we learn with regret of the death, on the 14th inst., of Sister Jesús de los Dolores, of the Foundling Hospital, from cholera, aged 43, a native of Navarra. The deceased lady was formerly the Director of the college of St. Catherine in Manila and came to Foochow in 1898.

The belated barque *Bangshio* has arrived safely at Manila from Newcastle, N.S.W., with 1,200 tons of coal. She experienced bad weather nearly all through. Captain Evanson, the master, died at sea.

Administration of Manchurian affairs has been given to the Viceroy of Chihli. He has sent there a prefect who will act according to his directions and will reside in Fengtien. A Mixed Court has been established there to adjust all differences between natives and foreigners. As fast as the Russians withdraw from Manchuria Chinese troops are to be sent there. Already a permanent force of 8,000 has been sent, composed of 1,500 cavalry, 4,500 infantry, 1,000 gunners and 1,000 camp followers.

On the 16th inst. the Russian cruiser *Admiral Nakhimoff*, with Mr. Waeber on board, arrived at Chemulpo from Port Arthur. Mr. Waeber and suite arrived at Seoul the same afternoon. Prince Cyril, accompanied by the Commander of the *Admiral Nakhimoff*, arrived at Seoul next day, and the Prince, accompanied by Mr. Waeber, was to be presented to His Majesty the Korean Emperor in a few days. It is reported that Russia intends to urge the Korean Government to take Mr. Waeber as an adviser to the Government and place him in the same position as Mr. Kato, Japanese Adviser to the Government.

General T. S. Sharrett, the commissioner appointed by President Roosevelt to assist in drafting a tariff treaty between the United States and China, has been making some sensational statements to the *San Francisco Call*, which interviewed him on his return. He stated it to be his conviction that unless the present means of collecting revenue are stopped by the combined powers and another form of taxation established, China will be bankrupt in less than twenty years, and the powers will never receive their indemnity. The indiscreet commissioner also said that the combined European powers are jealous of American commerce, and that in framing the tariff for China, of fifteen powers casting their votes fourteen voted every time to kill American products in China.

A recent issue of the *Manila Times* furnishes a weird example of that form of literature known as "American journalism." The information which the newspaper in question is desirous of imparting to its readers is the fact that cholera has increased in the province of Iloilo, but this bald statement is prefaced by headlines occupying four inches of space and a dissertation on the particular part played by Satan in the introduction of cholera into the world. His Satanic Majesty, according to the *Times*, gathered together all the diseases peculiar to mankind, cooked them over a sulphurous flame, multiplied the result by 36, and produced a custom-house. [Why 36, and why a custom-house?] This again, multiplied by 60, gave cholera. [And 60, multiplied by 120, spread-agle literature?]

HEALTH OF HONGKONG.

During the week ended 25th October there were notified 1 case of plague, Chinese, fatal; 1 case of cholera, Chinese, fatal; and 2 cases of enteric fever, European (imported from Manila), non-fatal.

STEAMER SINKS A CARGO-BOAT.

The police reported yesterday that on Saturday night, about nine o'clock, a cargo-boat was notified 1 case of plague, Chinese, fatal; 1 case of cholera, Chinese, fatal; and 2 cases of enteric fever, European (imported from Manila), non-fatal.

HOCKEY.

There will be a match this afternoon, when a Club team will oppose the R.A. The following will represent the Club:—

Goal—C. A. Parker, R.N.; backs—Major Bewley, R.A.M.C., and Lt. Benton, R.E.; half-backs—Lt. Solis, R.N., C. P. Chester, and Lt. Campbell, R.E.; forwards—J. Hooper (capt.), A. G. Roberts, P. P. Wodehouse, R. U. Boggins, and R. H. Carter, R.N.

Members are reminded that the following two matches have been arranged:—Thursday, 30th Oct.—Captain's, v. Hon. Sec.'s XI; Tuesday, 4th Nov.—Civilian Members v. United Services. As the proposed Shield Competition is very likely to begin early in December, the Secretary hopes that all members will make a special effort to turn up at these practice games, if the Club team is to be in the running at all.

THE HANOI EXPOSITION.

M. Reau, the acting French consul at this port, yesterday received a telegram from Tonkin stating that the Compagnie des Messageries Maritimes have decided to place their steamer *Haiphong* on the run from Haiphong to Hongkong during the period in which the Hanoi Exposition will be held. The passage rate will be \$75, return ticket, which is just half the usual fare, and there will be regular sailings. Mr. Marty's steamers will also run at reduced fares. This arrangement will no doubt be welcomed by many whose intention it is to visit the Exposition, to whom a cheap fare, regular sailings, and a quick passage will appeal.

With reference to the accommodation of visitors, the Commissioner-General writes to say that the Committee of the Exposition have taken every precaution against visitors being imposed upon in the matter of charges for board and lodgings. An official agency has been appointed to specially look after the accommodation of visitors, and the agency will guarantee reasonable prices.

TELEGRAMS.

"DAILY PRESS" SERVICE.
FAR EASTERN AFFAIRS.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 27th October, 10 p.m.

SHANGHAI CHINA ASSOCIATION
AND THE MACKAY TREATY.

A large meeting of the China Association was held here to-day. The Committee brought forward a resolution approving Sir James Mackay's treaty. Mr. E. S. Little vigorously opposed the resolution. Mr. J. O. P. Bland, Secretary of the Municipal Council, moved, and the Committee accepted, an amendment asking for safeguards from China and suggesting additions to the treaty to prevent misunderstandings and friction and to ensure China's observance of the terms. The amended resolution was carried by 53 votes to 45.

REUTERS'S SERVICE.

* LONDON, 24th October.

A SOMALILAND HOAX.

The person who alleged himself the receiver of letters from a member of Colonel Swaine's force operating in Somaliland now avers that the letters were invented with the object of hoaxing the pro-Boer organs. The hoaxer, who is a London barrister, says that he is heartily ashamed of himself.

* LONDON, 25th October.

IRISH OBSTRUCTION.

The Irish members of the House of Commons appear to be following a scheme of studied obstruction and disorder. In the House yesterday they occupied the bulk of both sittings by different devices. The Government organs show increasing exasperation, and say that a public nuisance is arising which must be abated.

THE COAL-MINERS' STRIKE IN FRANCE.

The Committee of the French Coal-miners Union have informed M. Combes that the miners are willing to accept a settlement of the dispute by arbitration.

THE EVACUATION OF SHANGHAI.

Reuters understands that the British objection to the Franco-German conditions for the evacuation of Shanghai is based on the fact that the stipulation forbidding preferential advantages refers to the Yangtze Valley only, and not to the whole of China.

LORD HOPETOUN'S TITLE.

Lord Hopetoun, late Governor-General of the Australian Commonwealth, has been gazetted Marquis Lighthou.

THEIR MAJESTIES' STATE

PROGRESS THROUGH LONDON.

The state progress of Their Majesties King Edward and Queen Alexandra through London took place to-day in warm and pleasant weather. Their Majesties, who left Buckingham Palace at noon amidst salutes, were received at Temple Bar by the Lord Mayor. Luncheon was partaken of at the Guildhall, where the Lord Mayor presented an address to their Majesties, the King in reply thanking his people, and saying how deeply touched he was at the congratulations showered upon him on the occasion of his coronation and restoration to health. The procession afterwards traversed the main streets south of the Thames, returning to Buckingham Palace at 3.30. The route was decorated and lined throughout by troops.

CAPTAIN PERCY SCOTT.

The *Portsmouth Times* received by the last mail contains a long account of H.M.S. *Terrible's* commission and gives some interesting facts regarding her commander's career. In September, 1899, Captain C. G. Robinson (now Commodore at Hongkong) was succeeded in the command of the *Terrible* by Captain Percy Scott. Captain Scott is 49 years of age, having been born on July 10th, 1853. He entered the service in August, 1866, and obtained his promotions in the following years: Sub-Lieutenant, December 17th, 1872; Lieutenant, November 1st, 1879; commander, June 30th, 1882; and captain, January 1st, 1893. As sub-lieutenant, he served during the Ashantee war, 1873-74, and received the Ashantee medal. He was commissioned in despatches and promoted for services in the expedition up the Congo against the pirates in 1875, was gunnery lieutenant of the *Inconstant* during the Egyptian war of 1882, landed with the Naval Brigade, was highly commended in despatches, and received the Egyptian medal, Khedive's bronze star, Medjidia 4th Class. In 1887 he won a prize of £100 at the Royal Naval College; in 1890, he received promotion to the 3rd Class Medjidie from the Sultan of Turkey; and in January, 1894, was appointed a member of the Ordnance Committee. Subsequently, when in command of the *Scylla*, his ardour for gunnery brought him into prominence, but it is since his appointment to the *Terrible* that Captain Percy Scott has become so well known among Briton's world over.

THE EASTERN SCOTIA LODGE
OF FREEMASONS.

The ceremony of the consecration and installation of the Lodge Eastern Scotia of Free and Accepted Masons (No. 923 on the roll of the Grand Lodge of Scotland) took place on Saturday in Chater's Bungalow at Kowloon. Wor. Bros. G. C. Anderson, E. J. Main and G. A. Watkins officiated, and were assisted by the Rt. Wor. Masters, officers and members of Lodges St. John No. 618 E.C. and Naval and Military No. 843 S.C. In all about 150 were present, and the ceremony was highly successful. The duties of the Director of Ceremonies were ably discharged by Wor. Bro. F. Howell. The ceremony was most impressive. Officers for 1902 were installed as follows:—Right Worshipful Master, Wor. Bro. W. Farmer; Immediate Past Master, Wor. Bro. F. Howell; Wor. Substituted Master, Wor. Bro. H. Horley; Wor. Senior Warden, Wor. Bro. H. B. Bridger; Wor. Junior Warden, Wor. Bro. J. A. Tarrant; Treasurer, Bro. C. F. Fookes; Secretary, Bro. W. M. Everett; Chaplain, Bro. W. C. Jack; Senior Deacon, Bro. T. H. Jewitt; Junior Deacon, Bro. W. E. Claret; Steward, Bro. G. Patton; Director of Ceremonies, Bro. P. D. Hyatt; Inner Guard, Bro. F. Allen; Tyler, Bro. J. Vassant.

In the course of the ceremony, the Chaplain (Bro. W. C. Jack) delivered an eloquent oration, the concluding passage of which was in the following terms:—The present occasion gives fresh evidence of the increasing affection of its (the Order's) friends; we offer our best congratulations to the Right Worshipful Master Worshipful Wardens, Officers and Members of the new Lodge. We commend their zeal, and hope it may meet with the most ample recompense; may their Hall be the happy resort of piety, virtue and benevolence, may it be protected from accident and long remain a monument of their attachment to Masonry, may their Lodge continue to flourish, their union to strengthen, and all their happiness to abound. And when they and we all shall be removed from the labours of this earthly Lodge, may we be admitted to the brotherhood of the perfect in the building of God, the Hall not made with hands, eternal in the heavens.

After the investiture of the officers Bro. G. C. Anderson addressed the E.W.M., the wardens and the brethren of the new Lodge. Great satisfaction was expressed on all hands regarding the suitability of the Bungalow for Lodge purposes. An excellent supper, provided by the King Edward Hotel, was served during the evening. It should be mentioned that Bro. W. Evans officiated as organist. The committee desire to thank those members who kindly lent their lanterns for the convenience of those who were present from the Hongkong side.

LOSS OF A BRITISH STEAMER.

News has reached Manila of the feared loss of the British s.s. *Nithsdale*, which arrived at that port about two months ago with a cargo from Newcastle, N.S.W., consigned to Inchiquin & Co. The *Nithsdale* left Manila for Marseilles and London with a cargo of sugar and while proceeding through the Indian Ocean, ran aground on a coral reef. The weather was good and a boat containing the mate and six seamen was despatched to Colombo, Ceylon, four hundred miles away, for assistance. Arriving at Colombo, the mate succeeded in engaging a steamer to go to the stranded vessel, but when the relief party reached the scene of the disaster, some days later, there were no signs of the *Nithsdale*. It is surmised that during the interval, while the mate and boat party were away, a heavy storm must have overtaken the ship and she was blown off the reef into deep water and sunk. Beside the captain there were 31 men lost, only the mate and the six sailors surviving. The *Nithsdale* was a vessel of 2,234 tons net and valued at Glasgow.

CHOLERA IN THE PHILIPPINES.

During the 24 hours ended at 8 a.m. on the 22nd inst., 1,301 cases of cholera and 647 deaths were reported from the provinces in the Philippine Islands. Manila reported one case and one death. The total number of cases reported up to 8 a.m. October 22, was 95,070, with 63,914 deaths; mortality, 67 per cent.

THE MISHAP TO AN U.S. GUNBOAT.

The U.S. gunboat *Fraser*, which ran ashore on a reef off the north-east end of Cebu Island, has been successfully floated and was to arrive at Manila in a few days. In tow of the Naval ocean tug *Piscataque*, which was dispatched to her assistance. The small gunboat *Isla de Cuba*, which was on station at Cebu, stood by the *Fraser* until she was hauled off the reef and then went directly to Cebu. The extent of damage sustained by the *Fraser* is at present mere conjecture, but when she is hauled out on the railway, a thorough examination will be made.

THE ORIENTAL HOTEL LITIGATION.

The celebrated Ah Gong Fittion case has been dismissed from the Manila courts, as Mr. Fittion has decided to abandon his claim. This release of Ah Gong from the \$20,000 bond and practically ends the case. This was the case in which Mr. Fittion and Ah Gong, supposed to be partners in the proprietorship of the Hotel Oriental, and a misunderstanding as to who was the real proprietor. The case was taken into the courts, where Ah Gong obtained the management after filing a \$20,000 bond, with the understanding that if the hotel was not run properly, Mr. Fittion, by putting up a similar bond, could assume control of the house.

HONGKONG BUSINESS DIRECTORY.

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NOTICE

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for the NEW YORK LIFE INSURANCE
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ALEC KIENE.

Hongkong, 20th September, 1902. [2885]

NOTICE

**THE CHINA FIRE INSURANCE
COMPANY, LIMITED.**

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GEO. L. TOMLIN.

Hongkong, 21st October, 1902. [2892]

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Apply by letter to the W. M. of Zealand
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Hongkong, 27th October, 1902. [2850]

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**A GENTLEMAN TO TEACH FRENCH
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H.M. "ALBION"**
Hongkong, 22nd October, 1902. [2894]

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Hongkong, 18th October, 1902. [2787]

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H. H.
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Hongkong, 25th October, 1902. [2840]**

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The author has written what he set
out to do, a very readable and accurate sketch
of the colony as it is at present. Altogether,
this is a book to read. "LONDON TIMES."

**THE BOOK WILL BE BOUGHT TO BE A COMPLETE
GUIDE TO THE HANOI EXPOSITION.**
Hongkong, 17th October, 1902. [2776]

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with the leading "MILLS" in OREGON
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pared to book orders for any quantities at
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Hongkong, 14th February, 1901. [66]

SPORT AND ANECDOTE.
BY AN OLD FOGGY.

THE FOOTBALL LEAGUE.

There are many legends, and yet only one
which is entitled to the prefix of the definite
article. Despite the echo of the parrot-ory that
the "trained footpad" is stalking the land, the
British public looked last Saturday for their
afternoon amusement to take delight in the exhi-
bitions of these mercenaries, these gladiators,
these hired ruffians, and these muddled oafs.
Surely one would think they were the scum of
humanity from the carefully thought-out
epithets hurled at their heads. But the hardy
footballer just "heads" these bubbles away, and
the supporters of the game feel appalled and
superior as they put down their little bit of silver
to watch those who can do what they dare not
try to do. Talk about the spectators playing the
game, why one-quarter of them would suddenly
expire or be seriously ill if they stripped for the
fray. Football is not a sport for weaklings, for
feeble hearts, for stiff limbs, for susceptible
lungs, and for those with veins no more likely
to stand the strain than a clay-pipe stem. No
one should play football unless he has
been passed physically sound by the family
doctor. But there, I think, I can leave.
The firm of Kipling, Pemberton, and Crank to
amuse themselves with ping-pong and hunt-
the-slipper what time we have a royal commission
on physical training in Scotland—but more of
this anon. When the Leaguers of the First
Division began their strife last Saturday there
were three teams unbeaten, but ere the shades
of eve came only Newcastle United was left the
only invincible eleven in their class, and that
with the Rugby but three weeks old. In more
senses than one football is a great leveller. The
Newcastleians have begun so auspiciously that
not even the oracle of Delphi could give an
ambiguous reply concerning their future. They
thrashed Stoke by 5-0, they thrashed Everton
at Goodison Park by 1-0, and last Saturday
they overcame Sheffield Wednesday by 3-0,
and the Wednesday had been the masters of all
previous foes. Thus the Tyne-side team won
their first three matches without losing a goal.
The question arises how will they fare to-day
at the Hawthorns against West Bromwich
Albion? As Demetrius says in *The Red Lamp*,
"I wonder." Newcastle certainly
deserved their third place to Sunderland
and Everton at the close of last season,
and they are the only club of the three
which have shown really class and consistent
football during this month. Their near neigh-
bours, Middlesborough, have opened their higher
life by winning two matches out of four, and
those ancient organisations and fierce rivals
Nottingham Forest, Notts County, and Shi-field
Wednesday have all proved the abilities of their
players. We have Newcastle, the Forest, Notts,
and the Wednesday, all with three victories to
their credit. This is a rosy picture compared
with the black monotony presented by Aston
Villa, Everton, and Bolton Wanderers, who
have yet to entwine over their first win. The
Bolton Wanderers have lost every possible
point, and the Lancashire teams have com-
menced so disastrously that in sixteen matches
during three weeks they but three wins to their
credit. Association football in Lancashire is
by no means so supreme as it was between
1882 and 1891, but it is highly probable that
the day of the county will come again. Of
course there has, like the country all over, been
a process of levelling-up, but in Lancashire
there has also been a process of levelling-down.

NEWCASTLE UNITED.
There is an old proverb that money makes the
mare go. Metaphorically, and grammatically
the saying needs much defence, and the use of
the magic metal does not seem to have been very
talismanic with Everton and Aston Villa during
this autumn. But Newcastle are certainly
reaping the fruits of their financial enterprise
and the energy of their executive. For years
Newcastle was riven in twain between the claims
of Newcastle East End and West End, but at
length they became United, and despite the
opposition of such powerful neighbours as
Sunderland entered the charmed circle. With
three such canny men as Mr. John Telford, Mr.
John Auld, the old Sunderland half back, and
Mr. Frank Watt, their secretary, the main
spirit, it is not astonishing that the club has
forged ahead. It means a lot of hard work,
for one of these extremely northern teams to
prosper in a playing sense. Last season their
combination travelled 8,070 miles, but their
gross receipts were £13,716 6s. 11d. Their
absolute capital on April 30th last was £7,027.
15s. 10d., a very fine sum indeed for a concern
which has issued shares to the extent of £380.
10s. These few figures show at a glance what
has been accomplished on the Freeman's land
let to the club. I hoped the tenants of St.
James's Park will never be disgraced, though
their holding is by no means so secure. The
only important blunish on the Newcastle team,
from my point of view, applies also to Sunder-
land and Middlesborough, a lack of local men in
the eleven. Probably this is a matter that time
will remedy. For instance, Matthew King-day
is a Lancastrian, and made his name with Dar-
wen, while Tom Davidson and Agnew, the backs,
are both Scots. The former earned fame with
Bury. The latter is a sturdy Glasgow recruit
from Kilmarnock. Standing 5ft. 7in., and
weighing 12st. 7lbs., Agnew is a rare tackle and
a good kicker. This he must be to displace
Bennie. Of the half-backs Alec Gardner came
from Lath Athol; Andrew Aitken, the cap-
tain of Scotland, from Kilmarnock; Stewart
and McColl from the famous Queen's Park
team of Glasgow, and Ronald Orr from Paisley
S. Mirren. In addition to Kingsley, the Eng-
lishman playing last Saturday against Sheffield
Wednesday were Carr, Rutherford, and Roberts.

The last named, who was born at Redditch,
established a reputation at West Bromwich,
but he has considerably enhanced his standing
in the North, and will show the Albion that he has
improved since his migration. Only two players
remain to be mentioned and they constitute
what the stereotyped journalist would describe
as "the local element." I refer to Carr and
Rutherford. Carr is a grand wing half-back
who was rescued from the obscurity of Seaton
Burn, and although obtained for the reserves
he has kept his place in the front rank by
his ability and his capacity for work. The
forward who can run round this 12-stone
Northumbrian is a man of parts. John Ruther-
ford is a ballmaker, of Wallaseid, or rather,
like Calvey, of Nottingham Forest, he should
be a ballmaker according to the cranks.
Rutherford, who played in eleven matches last
season, has saved for accidents, come to stay.
He is only nineteen, and his practical know-
ledge of the game has been acquired with Percy
Main, a school team, and Willington Athletic—
merely a Northern Alliance club. Rutherford
has the adaptability to play in any forward
position, but is at present inclined to Roberts.
With such an "inside" trio as the use Orr,
the dashing and intellectual Bob McColl, both
scottish internationalists, and John Rutherford,
an inside left who deserves to be bracketed
with Settle, of Everton, Morris of Nottingham
Forest, Bache, of Aston Villa, and Priest, of
Sheffield United, the Newcastleians are indeed
blessed. Last season Newcastle would have
made more stir in the football world than they
did but for numerous accidents to their players,
and with ordinary luck I should not be
astonished to see them the constellation of this
campaign.

NEW PRESIDENT OF THE RUGBY UNION.
At the annual general meeting of the Rugby
Union in London on Thursday, Mr. Mark New-
some, the well known Yorkshire gentleman, was
the committee's nomination for the office of
president, and I presume that so worthy a sports-
man has been duly elected. In these days, when
the old game of Rugby football in the country
of many acres has lost the power and the pro-
fite it once possessed, it must be very gratifying
to those who have remained loyal to the Rugby
Union to find one of their most respected stal-
warts so honoured. There were two brothers
Newsome—Mark and Alfred—and they were the
men who built up the Downshire club, which was
established in 1875. One day, when he had just
left school, Mark Newsome went to watch a foot-
ball match, but as the Leeds Caledonians were
short of a player they persuaded young "Mark"
to strip for the fray instead of being a passive
onlooker. Then the boy threw in his lot with
the club of his town, Downshire, and became the
captain and a member of the committee. And
a fine captain he was—one of those inspiring,
hard-working, and zealous leaders who are the
life and soul of a team. The longest drop-kick
in Yorkshire, he was a fine filder of the ball,
and a reliable tackler. As a runner he had a fine
turn of speed, and this served him well both on
the football field and the athletic track. Mr.
Newsome ultimately became the president of the
Yorkshire County Club, and when the York-shire
Rugby Union was founded was its first president
in 1888-89 being re-elected for 1889-90. A loyal
supporter of amateurism he has been an active
member of the Rugby Union Committee and the
international board. He is quite the proper man
to be elevated to the chair, and I trust that his
term of office will be contemporary with the
revival of the Rugby game in Yorkshire.

SIR BH. THE RECORD-BREAKER.
Alfred Shrub, the little-running carpenter
of Hordham, achieved quite a feat on Saturday
when he established a new record for four miles.
It was at a meeting of the Brigste and Redhill
Harriers, and Shrub completed the full distance
in an inter-club handicap in 19 mins. 24.5 secs.,
and that with the utmost ease on grass. I am
very glad that so sterling an athlete has engraved
his name on the record books, especially as he
has smashed up the 19 mins. 33.4.5 secs. standing
of E. C. Willers, who was credited with these
figures at Paddington Recreation Ground on
June 10, 1894. Moreover, the professional
world's record is only 19 mins. 25.2.5 secs., this
having been done by Paddy Cannon, of Stirling,
at the Glasgow Exhibition of 1893, so that
Shrub was only 1.2.5 secs. outside the greatest
performance known on a prepared path. At any
rate he has made a new amateur record for
the world. I have expressed my joy at this new
record because many people have doubted the
genuineness of the record standing to Willers,
as they say that neither before this race nor
afterwards did he ever show form consistent
with such time. This is all very well, but the
Records Sub-Committee of the Amateur Athletic
Association accepted the record. Willers was
quite a formidable runner, and a serious rival
to Kibbelsville, Pearce, and Sid Thomas. If
Willers had trained systematically on a path
instead of on the highway or on a meadow near
his home, he would have been a far more famous
athlete. He was capable of great deeds, and it
is absurd to think that the course was nearly
400 yards short when he did 19 mins. 33 secs.
However, Shrub has considerably reduced these
figures and removed all doubts.

STAY THOUGHTS ON CRICKET IN 1902.
A cricket season of many depressing days
and depressing results, so far as the prestige of
England is concerned, describes the so-called
summer of 1902. And yet there are several
curiosities and aspects of the campaign which
ought not to be passed over. In this vale of
tears we have seen the two most exciting Test

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FIVE MINUTES!**
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Have a bottle in the house for instant use, as it
will give you hours of suffering. Watch out
that the dealer does not sell you an imitation,
as the great reputation of Painkiller (Perry
Davis') has induced many people to try to make
something to sell, said to be "just as good as
the genuine."
[2727-6]

matches on record, and these in succession, so
the defeat of England by three runs was fol-
lowed by the victory of England by one wicket.
The rivalry between the Motherland and
Australia is stronger than ever. I am still not
convinced that we are inferior to the Colonists
or that the combination of 1892 is worthy to
rank as the equal of either the 1882 or 1884
team. But while cricket is advancing in
Australia, and standing still in England, I am
glad to recall that this year we have had a
Scottish County Championship for the first
time, and that this has been won by Forfarshire.
Moreover, the visit of the Lord Lientenant of
Ireland's team to England is a valuable pre-
cedent. I rejoice at these signs of life, and may
be these are the beginnings of international
cricket in the British Isles. I should be heartily
glad to find it so. It is curious, too, in this
year of wet wickets and small scores that the
Sussex and Surrey match at Hastings should
have produced 1,427 runs for 21 wickets, a new
English record, for the figures were 1,416 made
at Brighton in June, 1895, by Sussex and Oxford
University. Moreover, in this year of disap-
pointments we must not forget that Shrewsbury
after playing since 1875, hit 101 and 127 (not
out) in the same match against Gloucestershire
—the only occasion on which a feat has been per-
formed by a Notts batsman. Victor Trumper,
too, is the only Australian who has ever rivalled
this performance with his 109 and 119 against
Essex. But the brilliant young Cornstalk
represents the triumph of the rising generation
just as Shrewsbury and Grace typify the many
successes of the old school in 1902. For look
you have not "W.G." hit his 201st innings of
one hundred or more in all cricket this year?
Yes, the Leviathan completed his two hundredth
century on the eve of his fifty-fourth birth-
day, and, altogether, he has scored 124 hundreds
in first-class games, and 77 in minor affairs.
Did not the Australians amass 428 for their
sixth wicket against Sussex, the previous highest
for this sixth partnership being 411 by Major
Poore and Captain Wynyard of Hants against
Somerset? In the way of innovations have we
not had white enameled stumps used at
Lord's, have we not watched a match played
without balls owing to the high wind
blowing, and have we not seen the umpires
given greater powers to combat wet weather?
But the M.C.C. ought to go a step further,
and insist upon the umpires filling up the
footholes of the bowlers and the batsmen at the
close of every day's play, for cricket is now
almost as spectacular as football. Have we not
seen Ranjitsingh hit his fiftieth hundred and
Rhodes capture his 1,000th wicket?—two won-
derful performances, considering that each of
these cricketers has had comparatively a very
brief career. Who then will say that the
season has been altogether depressing and
disappointing? As to the Australians their
fine play and their glorious luck have enabled
them to leave our shores with but two reverses
in 39 matches, and a string of 23 victories.
The Colonists succeeded beyond their own
expectations, but even so the only batsmen who
had higher averages in England than in the
last Australian season of 1901-02 were Trumper,
Noble and Hopkins. Trumper raised his
Colonial figures of 27.00 to 43.49, and even
then he averaged ten runs per innings less
than A. C. MacLaren did in the Colonies in
1901-02, for his figures were 58.98. Noble
improved his 23.29 to 32.93, and Hopkins
his 23.61 to 25.83, but there was a falling
away in all the others and notably in the
cases of Clem Hill and Sid Gregory. In
Australia last season Hill's average was
51.75, but his English figures are 31.64,
while Gregory in the same manner declined
from 44.76 to 21.77. All the Australian bowlers
have of course much finer averages than at
home, but the successes of Trumble, Sanderson,
and Noble were expected. No one, however,
anticipated that Warwick Armstrong would
capture 43 wickets for 16.96 runs each. Next
to the fine scoring of Trumper this is the
most sensational feat for this Australian.
Armstrong must be compared with Len Brand
as a most dangerous bowler of leg-breaks—
and after all few men can really make the
ball break from leg. In my opinion the
cricketers of the year, from an English point
of view, have been Abel, Arnold, Blythe, C.
J. Burnup, Brand, Cranfield, Hirst, Haigh,
Ironsingor, G. Jessop, the Hon. F. S.
Jackson, A. O. Jones, Lilley, Lockwood, A. C.
MacLaren, Rhoads, Shrewsbury, Tyldesley,
Tate, T. L. Taylor, Vine, and Wass. I think
this twenty-two would play any other
twenty-two from the world. Still, hurrah
for England, and confusion to her cricketing
enemies!

London, 27th September.

LARGEST SALE OF ANY DENTIFRICE.
**CALVERT'S
CARBOLIC
Tooth Powder.**
A unique and efficacious preparation for
cleaning the teeth and strengthening the gums.
F. C. CALVERT & Co., Manchester, Eng.
[264-1]

**GRACA & CO., Importers and Exporters
of Foreign and Colonial POSTAGE
STAMPS, 53, Peel Street, Hongkong, have
just received for sale at their stall at Hongkong
Hotel Corridor a large variety of new Pictorial
Post Card Albums. Pictorial Post Cards,
Panoramas of Hongkong, Macao, Canton,
Chinese Costumes, Views, &c., &c., in Photo-
graph and Coloured Colotype. Assortment of Postage
Stamp Albums, Lenses, Hinges, Tweezer and
other Philatelic goods. Prices to suit all
Customers. Correspondents wanted. Foreign
orders promptly attended to. Cash with order
or 1st class reference.**

INSURANCES
**SALAMANDER FIRE INSURANCE
COMPANY.**
The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
HONGKONG, 2nd April, 1900. [29]
HOTZ, S. JACOB & CO.
**NORTH BRITISH AND MERCANTILE
FIRE INSURANCE COMPANY.**
TOTAL FUNDS AT 31st DECEMBER, 1901,
£15,722,898.
I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 857,500 0 0
II. FIRE FUNDS... 2,695,548 5 2
The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.
SHEWAN, TOMES & CO., Agents. [1736]
HONGKONG, 1st July, 1902.
ESTABLISHED 1836.
NORTHERN ASSURANCE COMPANY.
The Undersigned AGENTS of the above
Company are prepared to ACCEPT
First Class Foreign and Chinese Risks against
FIRE at Current Rates.
TURNER & CO. [2738]
HONGKONG, 21st October, 1902.
**GENERAL MARINE INSURANCE
COMPANY, LIMITED,
OF DRESDEN.**
The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT FOREIGN and
CHINESE RISKS.
HOTZ, S. JACOB & CO. [2327]
HONGKONG, 1st September, 1902.
**THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.**
INCORPORATED 1851.
Cash Security... £625,719
Total Losses Paid... £26,769,240
The Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
WM. MEYERINK & CO. [1427]
HONGKONG, 22nd July, 1902.
**AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPEL.**
The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
REUTER, BROCKELMANN & CO., Agents. [1118]
HONGKONG, 21st April, 1897.

**WHAT YOU
WANT TO KNOW**
about a life assur-
ance company is
just what you
would want to know
about a bank or any
other institution
in which you
thought of investing.
What is the company's earning
ability as shown by its
history?
What is the outlook for future
dividends as indicated by its
accumulated surplus?
These two ques-
tions answered,
and the rest is of secondary
importance. Any
agent of the Equitable
will answer
these questions—
or any others—to
your satisfaction.
F. KIENE,
Hongkong Manager.
EQUITABLE LIFE.
14, Des Vaux Road.
Hongkong, 20th October, 1902. [2794]

INSURANCES
**SALAMANDER FIRE INSURANCE
COMPANY.**
The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
HONGKONG, 2nd April, 1900. [29]
HOTZ, S. JACOB & CO.
**NORTH BRITISH AND MERCANTILE
FIRE INSURANCE COMPANY.**
TOTAL FUNDS AT 31st DECEMBER, 1901,
£15,722,898.
I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 857,500 0 0
II. FIRE FUNDS... 2,695,548 5 2
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SHEWAN, TOMES & CO., Agents. [1736]
HONGKONG, 1st July, 1902.
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NORTHERN ASSURANCE COMPANY.
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FIRE at Current Rates.
TURNER & CO. [2738]
HONGKONG, 21st October, 1902.
**GENERAL MARINE INSURANCE
COMPANY, LIMITED,
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CHINESE RISKS.
HOTZ, S. JACOB & CO. [2327]
HONGKONG, 1st September, 1902.

**THE WESTERN ASSURANCE COM-
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INCORPORATED 1851.
Cash Security... £625,719
Total Losses Paid... £26,769,240
The Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
WM. MEYERINK & CO. [1427]
HONGKONG, 22nd July, 1902.
**AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPEL.**
The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
REUTER, BROCKELMANN & CO., Agents. [1118]
HONGKONG, 21st April, 1897.

PHENIX FIRE OFFICE.
The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.
DOUGLAS LAPRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [28]
**THE LIVERPOOL AND LONDON AND
GLOBE INSURANCE COMPANY.**
ASSURE EXCEEDING TEN MILLIONS STEELING.
The Undersigned having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against
FIRE, at Current Rates.
WM. MEYERINK & CO.
Hongkong, 3rd June, 1902. [2376]

**"L'URBAINE"
FIRE INSURANCE COMPANY, Ltd.**
(Established 1888).
The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.
P. LEMAIRE & CO.
Hongkong, 7th February, 1901. [73]
**TRANSATLANTIC FIRE INSUR-
ANCE COMPANY OF HAMBURG.**
The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.
SIEMSEN & CO., Agents. [25]
Hongkong, 16th November, 1892.
SUN INSURANCE OFFICE, LONDON
FOUNDED 1710.
The Undersigned having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.
SIEMSEN & CO., Agents. [27]
Hongkong, 20th May 1895.

CARBOLINEUM-AVENARIUS
USED FOR OVER 25 YEARS.
TRADE MARK
CARBOLINEUM-AVENARIUS
In Cases of About
450 LBS. NET
In Tins of 5 LBS.
NET
Thoroughly reliable preservative for Wood
and Stone against White Ant, Decay, Fungus
Rot, and Dampness.
LUGGERS, EINSMANN & CO.
Sole Agents for China.
Hongkong, 1st July, 1902. [1801]

**R. J. REMEDIOS, COLONIAL STAMP
DEALER.**
No. 39, WYNDHAM STREET, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.
Is also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent. Discount Allowed. [155]
EOTHEM MARK LODGE, NO. 264.
**A REGULAR MEETING of the
EOTHEM MARK LODGE will be
held at the FREEMASONS' HALL, on
FRIDAY, the 31st OCTOBER, instant, at
8.30 for 9 P.M. Visiting Brethren
are cordially invited to attend.**
Hongkong, 24th October, 1902. [2827]

JAPAN COALS.
**MITSUI BUSSAN KAISHA
(MITSUI & CO.)**
HEAD OFFICE: 43, SAKAKOTO-CHO, TOKYO.
LONDON BRANCH: 24, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDING, 108 HONG KONG STREET.
OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chungking, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shin-osaki, Moji, Wakamatsu, Karatsu, Nagasaki,
Kushimoto, Saeki, Maizuru, Miike, Hakodate, Taipei, &c.
Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Honda, Ichihara, Kanada, Kishima, Namada, Mannoura, Onoura,
Otsu, Sasahara, Tsubakuro, Yoshimoto, Yoshio, Enokikura, and other Coal
Mines. K. INUZUKA, Manager, Hongkong.

UNTOUCHED BY HAND.
**MELLIN'S
FOOD**
For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.
[1830]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections, commencing from Green Island, Vessels anchoring nearest Kowloon at 1, nearest Hongkong at 2, midway between Hongkong and Kowloon at 3, and those vessels berthed at the Kowloon Wharf at 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	ACHILLES	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
LONDON & C. via Ports of Call.	CHUSAN	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 8th Nov., at Noon.
LONDON	CHUSAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th November.
LONDON	AGAMEMNON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th November.
LONDON	TANTALUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th December.
LIVERPOOL DIRECT	PINGUEY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th November.
LIVERPOOL DIRECT	DEUCALION	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th November.
MARSEILLES, LONDON & ANTWERP v. S'PORE & C.	INABA MARU	Jap. str.	—	W. Bainbridge	BUTTERFIELD & SWIRE	On 20th November.
MARSEILLES & C. via Ports of Call.	ERNEST SIMONS	Jap. str.	—	Dupuy From	NIPPON YUSEN KAISHA	On 1st Nov., at Daylight.
MARSEILLES, LONDON & ANTWERP v. S'PORE & C.	HITACHI MARU	Jap. str.	—	J. Campbell	NIPPON YUSEN KAISHA	On 3rd November, at 1 p.m.
MARSEILLES & LONDON	JATA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 15th Nov., at Daylight.
BREMEN, via Ports of Call.	HAMBURG	Ger. str.	—	E. Burmeister	MELCHERS & CO.	On 14th Nov., at Noon.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jaeger	HAMBURG-AMERIKA LINIE	On 6th November.
HAVRE & HAMBURG	SERBIA	Ger. str.	—	Brehmer	HAMBURG-AMERIKA LINIE	On 19th November.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	Neidermeyer	HAMBURG-AMERIKA LINIE	On 3rd December.
HAVRE & HAMBURG	SUEVIA	Ger. str.	—	Borck	HAMBURG-AMERIKA LINIE	On 17th December.
HAVRE & HAMBURG	ALEXIA	Ger. str.	—	Schoenfeldt	HAMBURG-AMERIKA LINIE	On 31st December.
TRIESTE & C. via SINGAPORE & C.	MARQUIS BACQUEM	Am. str.	—	Rasservich	DANIEL, WHEELER & CO.	On 15th November, P.M.
NEW YORK via PORTS & SUEZ CANAL	LOTHIAN	Brit. str.	—	—	ARNHOLD, KARBURG & CO.	About 29th inst.
BALTIMORE & NEW YORK	CHARLES TIBERGHIE	Brit. str.	—	—	ARNHOLD, KARBURG & CO.	On or about 5th November.
VANCOUVER, via SHANGHAI & C.	EMPEROR OF INDIA	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 15th November, at Noon.
VANCOUVER, via SHANGHAI & C.	PARIAH	Brit. str.	—	E. Beetham, R.N.R.	CANADIAN PACIFIC R. CO.	On 3rd December.
VICTORIA (B.C.) & SEATTLE via SHANGHAI & C.	OLYMPIA	Brit. str.	—	J. Truebridge	DODWELL & CO., LIMITED	To-morrow.
VICTORIA (B.C.) & SEATTLE via SHANGHAI & C.	YANGTZE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 1st November.
PORTLAND, OREGON	KAGA MARU	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 4th Nov., at 4 p.m.
AUSTRALIAN PORTS	INDRAPURA	Jap. str.	—	Hollingsworth	PORTLAND & ASIATIC S.S. CO.	On 15th November.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Mosses	NIPPON YUSEN KAISHA	On 1st Nov., at Noon.
AUSTRALIAN PORTS	TSINAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th November.
YOKOHAMA, via SHANGHAI MOJI & KOBE	SHANGHAI	Brit. str.	—	P. T. Holmes	P. & O. S. N. Co.	On 20th Nov., at 4 p.m.
KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	—	E. Spicer, R.N.R.	NIPPON YUSEN KAISHA	On or about 3rd November.
KOBE & YOKOHAMA	KAWACHI MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 4th November, at Noon.
NAGASAKI & KOBE	SADO MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 21st Nov., at Daylight.
SHANGHAI	ICHANG	Brit. str.	—	W. Thompson	NIPPON YUSEN KAISHA	On 4th Nov., at Daylight.
SHANGHAI	WOONUNG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	GERA	Brit. str.	—	C. Dowers	MELCHERS & CO.	To-morrow.
SHANGHAI	SYDNEY	Brit. str.	—	Negro	MESSAGERIES MARITIMES	On 30th inst., P.M.
SHANGHAI	PARRAMATTA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	On 2nd November.
TAMU, via SWATOW & AMOY	DAIGI MARU	Jap. str.	—	T. W. Groves	OSAKA SHOSHEN KAISHA	On or about 8th November.
ANPING, via SWATOW & AMOY	MAIDZURU MARU	Jap. str.	—	T. Saito	OSAKA SHOSHEN KAISHA	On 2nd November.
SWATOW, AMOY & POOCHOW	HAITAN	Jap. str.	—	T. Saito	OSAKA SHOSHEN KAISHA	To-morrow.
MANILA	ROSETTA MARU	Jap. str.	—	Tato	OSAKA SHOSHEN KAISHA	To-day, at 10 A.M.
MANILA	RUH	Brit. str.	—	A. Fraser	OSAKA SHOSHEN KAISHA	On 30th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—	R. W. Almond	OSAKA SHOSHEN KAISHA	On 30th inst., at 4 P.M.
SINGAPORE, COLOMBO & BOMBAY	IZUMI MARU	Jap. str.	—	J. G. Spence	OSAKA SHOSHEN KAISHA	On 4th November, at 4 P.M.
				C. H. Butler	OSAKA SHOSHEN KAISHA	To-morrow, at 3 P.M.
					NIPPON YUSEN KAISHA	On 7th November, at Noon.

SHIPPING.

ARRIVALS.

Oct. 26, FRITHOF, New str., 15th. Hamden.
 Hengay 24th Oct. Conl.—A. R. MARTY.
 Oct. 27, HOB, Norwegian str., 738. Mathisen.
 Bangkok 18th Oct. Rice—ORDEN.
 Oct. 27, D.U. Portuguese gunboat, from Macao.
 Oct. 27, HANBANG, British str., 2,143. Spencer.
 Wido, Shanghai 22nd Oct. and Swatow.
 26th, General.—JARDINE, MATHEWSON & CO.
 Oct. 27, HANOI, French steamer, 759. Merlet.
 Hinhong 24th October, General.—A. R. MARTY.
 Oct. 27, KAGA MARU, Japanese str., 3,906. J. W. Ekstrand.
 Seattle 23rd Sept. Flour and General.—NIPPON YUSEN KAISHA.
 Oct. 27, L. NOR, Norwegian str., 949. Jensen.
 Wuhu 24th October, Rice.—CHINESE.
 Oct. 27, LUSOK, German steamer, 1,020. W. Moller.
 Bangkok 19th October, Rice.—BUTTERFIELD & SWIRE.
 Oct. 27, MICHAEL JENSEN, German str., 710. Heltow.
 26th Oct. General.—JARDINE & JENSON & CO.
 Oct. 27, NIPPO, German str., 1,228. Richards.
 Wuhu 22nd Oct., Rice.—BUTTERFIELD & SWIRE.
 Oct. 26, PALORANG, British 4-m. barque, 3,078. Robt. Coutts.
 Kobe 1st Oct., General.—ORDEN.
 Oct. 27, SEINSTEAD, Norwegian str., 617. A. Larsen.
 Bangkok 18th Oct., Rice.—ORDEN.
 Oct. 27, TAIHAN, British str., 1,221. J. D. Jenkins.
 Bangkok 19th October, Rice.—BRADLEY & CO.
 Oct. 27, T.S. German str., from Canton.
 Oct. 27, ZAFIRO, British str., 1,611. A. Fraser.
 Manila 24th October, General.—SHEWAN, TOMES & CO.

CLEARANCES.

At THE HARBOUR MASTER'S OFFICE.
 27th October.
 Crofton, British str., for Shanghai.
 Emma Lyken, German str., for Saigon.
 Haitan, British str., for Swatow.
 Hengay, British str., for Canton.
 Hinhong, British str., for Shanghai.
 Kaga Maru, German str., for Chinkiang.
 Marburg, German str., for Kobe.
 Reta, Norwegian str., for Bangkok.
 Sangkian, British str., for Manila.
 Taichang, German str., for Swatow.
 Thea, German str., for Wuhu.
 Yuenang, British str., for Amoy.

DEPARTURES.

26th October.
 KOUX MARU, Japanese str., for Kobe.
 KWANGSI, British str., for Canton.
 27th October.
 CROYDON, British str., for Shanghai.
 HANBANG, British str., for Canton.
 HINSANG, British str., for Shanghai.
 KACHIDATE, Japanese str., for Moji.
 LAUSE, Norwegian str., for Canton.
 MUKO, Chinese str., for Shanghai.
 SUNGKIANG, British str., for Manila.
 TAICHONG, German str., for Swatow.
 THEA, German str., for Wuhu.
 YUENANG, British str., for Amoy.

VESSELS IN DOCK.

27th October.
 ABERDEEN DOCKS.—Tide.
 Victoria Dock.—Solent, Luzon, F. Reyer.
 Zaire, Haidong, Aring Maru, U.S.S. Monard.
 H.M.S. "Cressy" Colon.
 CUSTOMS DOCK.—Ligalia, Nanshan.

SHIPPING REPORTS.

The British steamer *Taihan*, from Bangkok 19th Oct., had fine, cloudy weather, moderate to fresh winds and rough sea.
 The British steamer *Hengay*, from Shanghai and Swatow 26th Oct., had moderate S.E. breeze and fine, clear weather to Hieshans; from Hieshans to Fungying light winds and fine, hazy weather; from Fungying to Swatow light S.E. breeze and fine weather. From Swatow to port moderate N.E. breeze and fine weather with smooth sea.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:
 ATLAS, American ship, McKay.—Standard Oil Co.
 MANUEL LAGUNA, American ship, Nicholls.—Standard Oil Co.
 PALGRAVE, British 4-m. barque, Robt. Coutts.—Order.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY AND POOCHOW
 THE Company's Steamship
 "HAITAN"
 Captain Touch, will be despatched for the above ports TO-DAY, the 28th inst., at 10 A.M.
 For Freight or Passage, apply to
 DOUGLAS LARRAIK & CO.,
 General Managers.
 Hongkong, 25th October, 1902. [2847]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING"
 Captain J. G. Spence, will be despatched for the above ports TO-MORROW, the 29th inst., at 3 P.M.
 For Freight or Passage, apply to
 DAVID SASSON & CO., LD.,
 Agents.
 Hongkong, 25th October, 1902. [2836]

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG.

1902

"LOTHIAN" About 29th Oct.

"BORDER KNIGHT" 4th Nov.

"ORONO" 15th Nov.

"CROYDON" To follow.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

HONGKONG, 25th October, 1902. [711]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ZAFIRO."

Captain A. Fraser, will be despatched for the above port on THURSDAY, the 30th inst., at 4 P.M.

Highest-class Passenger Steamers. High powered, newest and most up to date on the run. All Accommodation unimpaired. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 24th October, 1902. [2848]

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 30 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"TSINAN" leaves on 15th November.

"CHANGSHA" " 28th December.

"CHINGTU" " 29th December.

Superior accommodation unimpaired. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE AGENTS.

CHINA NAVIGATION CO., LD.

Hongkong, 2nd October, 1902. [1381]

STEAM FOR BALTIMORE AND NEW YORK.

THE French Steamer

"CHARLES TIBERGHIE"

will be despatched for the above ports on or about 5th November.

For Freight, apply to ARNOLD, KARBURG & CO., Agents.

Hongkong, 15th October, 1902. [2743]

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR

TAMU, via SWATOW "DAIGI MARU" SUNDAY, 2nd

AND AMOY "DAIJIN MARU" SUNDAY, 9th

TAMU, via SWATOW "DAIJIN MARU" SUNDAY, 9th

AND AMOY "DAIJIN MARU" SUNDAY, 9th

ANPING, via SWATOW "MAIDZURU MARU" WEDNESDAY, 29th

AND AMOY "MAIDZURU MARU" WEDNESDAY, 29th

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central.

Hongkong, 25th October, 1902. T. ARIMA, Manager. [15]

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

FOR

VICTORIA, H.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.

Captain.

Tons.

Sailing Dates.

OLYMPIA J. Truebridge 2,837 October 29th

DUKE OF FIFE J. S. Cox 3,621 November 4th

SHANWUT W. M. Smith 6,066 November 7th

TACOMA Dixon 2,811 November 15th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

Hongkong, 24th October, 1902. [7]

HAMBURG-AMERIKA LINIE

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATE.

SAXONIA HAVRE and HAMBURG On 6th Nov. Freight.

SERBIA (Calling at Singapore and Penang) On 19th Nov. Freight.

MAKBURG HAVRE and HAMBURG On 3rd Dec. Freight.

SUEVIA (Calling at Singapore and Penang) On 17th Dec. Freight.

ALBIA (Calling at Singapore and Penang) On 31st Dec. Freight.

Capt. Schoenfeldt (Calling at Singapore and Penang) On 31st Dec. Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE

HONGKONG OFFICE,

QUEEN'S BUILDINGS, No. 1.

[13]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

HAMBURG WEDNESDAY 29th October

SACHSEN WEDNESDAY 12th November

GERA WEDNESDAY 28th November

KLAUFSCHOU WEDNESDAY 10th December

BAYERN WEDNESDAY 24th December

KONIG ALBERT WEDNESDAY 7th Jan., 1903

PRINZESS IRENE WEDNESDAY 21st Jan., 1903

DARMSTADT WEDNESDAY 4th Feb., 1903

BREUSEN WEDNESDAY 18th Feb., 1903

HAMBURG WEDNESDAY 4th Mar., 1903

* Steamers of the Hamburg-America Line.

ON WEDNESDAY, the 29th day of October, 1902, at Noon, the Steamship "HAMBURG" of the HAMBURG-AMERIKA LINIE, Captain E. Burmeister, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 27th October, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 28th October, and Fare is to be received at the Agency's Office until Noon on TUESDAY, the 28th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 17th October, 1902.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA, via SHANGHAI, about 3rd November, Freight or Passage.</

OCEAN STEAM SHIP COMPANY, LD.

FROM		OUTWARDS.	STEAMERS	DUE
GLASGOW and LIVERPOOL		"TANTALUS"	.....	On 8th November.
GLASGOW and LIVERPOOL		"ALCINOUS"	.....	On 13th November.
GLASGOW and LIVERPOOL		"PELEUS"	.....	On 3rd December.

FOR	HOMEWARDS.	STEAMERS	TO SAIL.
LONDON	"ACHILLES"		On 28th October.
LONDON	"MENELAUS"		On 11th November.
LIVERPOOL DIRECT	"DEUCALION"		On 26th November.
(Taking Cargo at London Rates)	"AGAMEMNON"		On 25th November.
LONDON	"TANTALUS"		On 9th December.
LIVERPOOL	"ALCINOUS"		On 20th December.
(Taking Cargo at London Rates)			
The S. S. "ACHILLES" has arrived, and leaves for Singapore to-day.			

The S. S. "ACHILLES" has arrived, and leaves for Singapore to-day.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong 28th October, 1902. [11]

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

FROM	OUTWARDS.	STEAMERS	DUE
GLASGOW and LIVERPOOL	"YANGTZE"	.....	On 30th October.
GLASGOW and LIVERPOOL	"TEENKAI"	.....	On 19th November.
GLASGOW and LIVERPOOL	"MOYNE"	.....	On 27th November.
GLASGOW and LIVERPOOL	"OUPACK"	.....	On 10th December.

FOR		HOMEWARDS.	STEAMERS	TO SAIL
LIVERPOOL DIRECT		"PINGSUEY"		On 8th November.
(Taking Cargo at London Rates)				

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"YANGTZE"	On 1st November.
	"TEENKAI"	On 21st November.
	"MOYNE"	On 29th November.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 28th October, 1902. [2402]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ICHANG"	On 28th October.
SHANGHAI	"WOOSUNG"	On 29th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 15th November.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
* See Special Advertisement.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 28th October, 1902. [12]

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG via SHANGHAI, INLAND SEA ON JAPAN, MOJI, KOBE & YOKOHAMA FOR OPERATING IN CONNECTION WITH THE			PORTLAND, OREGON		
OREGON RAILROAD & NAVIGATION CO.					
STEAMSHIP	Tons.	CAPTAIN	HONGKONG.		
"INDRAPURA"	4,890	Hollingsworth	November	14,	1902
"INDRASABHA"	5,197	R. P. Craven	December	14,	1902
"INDRAVELLI"	4,890	W. C. Craven	January	14,	1903
Sailings made on 1st of Loading and 15th of Unloading at Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to					

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 28th October, 1902. [14]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN, AND SOUTH AFRICAN PORTS.
THE Steamship

"CHUSAN,"
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 31st November, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and 100 for London (under arrangement) will be transhipped at Colombo into a steamer, proceeding direct to Marseilles and London, and cargo for London, &c., will be conveyed via Bombay with transshipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, 28th October, 1902. [1]

TOYO KISEN KAISHA (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.
The Company's well-known Steamship

"ROSETTA MARU,"
3,876 Tons.
Captain Tate, will be despatched for MANILA on THURSDAY, the 30th inst., at 3 p.m.
Magnificent accommodation. Comfortable Cabins. Excellent Table. Unrivaled Speed. Electric Light. Doctor and Stewardess carried.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents,
Prince's Buildings, 100 House Street.
Hongkong, 27th October, 1902. [16]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.
NOTICE.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 3rd November, 1902, at 1 p.m., the Company's Steamship "ERNEST SIMONS," Captain Danby Fromy, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the S.S. "Australia," which vessel takes on her Passengers and Mails, leaving that port on the 15th November, direct to Suez, Port Said and Marseilles.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m., on the 2nd November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 22nd October, 1902. [3]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR RIUME and LAIPSTE (DIRECT). Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAGLIA, to SOUTH AFRICA, PERMAN GULF, RED SEA, BLACK SEA, LEBANT, VENICE and ADRIATIC PORTS.)
THE Company's Steamship

"MARQUIS BACQUEHEM,"
Captain Bessier, will be despatched as above on SATURDAY, the 1st November, p.m.
This Steamer has Capital Accommodation for Passengers, Electric Light, and carries a Doctor.
For information as to Passage and Freight, apply to
SANDER, WHEELER & CO.,
Agents,
Prince's Buildings,
Hongkong, 24th October, 1902. [13]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"AUSTRALIAN,"
Captain P. T. Helms, will be despatched as above on THURSDAY, the 20th November, at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in all saloons.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 24th October, 1902. [2842]

NOTICE TO CONSIGNEES

"BARBER" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S.S. "CROYDON,"
FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st prox. will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 4th prox., or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st prox., at 3 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LD., Agents.
Hongkong, 25th October, 1902. [2852]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KANAGAWA MARU,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day, 24th inst.
Goods not cleared by the 31st instant will be subject to rent.
All ship-damaged packages must be left in the Godowns and notices of same sent to this Office before the 3rd prox., or claims in connection therewith will not be recognized.
NIPPON YUSEN KAISHA,
Hongkong, 24th October, 1902. [2838]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "CLAYBURN,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.
The above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from above ports.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.
DODWELL & CO., LD.,
Agents.
Hongkong, 23rd October, 1902. [7]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"MARE EG,"
Captain Njude-meyer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from above ports.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 23rd inst.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 3 p.m.
No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 23rd October, 1902. [2826]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once at Consignees' risk and expense.
Cargo remaining on board after 4 p.m., of the 23rd inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
Bills of Lading will be countersigned by DAVID SASSON & CO., LD., Agents.
Hongkong, 24th October, 1902. [2836]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PATROCLOSUS,"
are hereby notified that the Cargo is being discharged into Craft, and landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 23rd inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.
Goods undelivered after the 23rd inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 25th inst.
No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd October, 1902. [1]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBOROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENLOCHY,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 28th inst. will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognized.
McGREGOR BROS. & GOW,
Hongkong, 22nd October, 1902. [281]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MASSILIA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:
From London, &c., ex S. S. N. Co.
From Persian Gulf, ex B. I. S. N. Co.
Optional Goods will be landed here unless instructions are given to the contrary before 5 p.m. To-day, the 24th inst.
Goods not cleared by the 31st inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWITT,
Superintendent.
Hongkong, 24th October, 1902. [1]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line, are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

WINCHESTER CARABINES.

12 SHOT REPEATING CALIBRE 44.

Excellent arm for Travellers in the interior of China as well as Officers of Coast Steamers.

ALSO CARTRIDGES IN STOCK.

LUTGENS, EINSTMAN & CO.,
14, DES VORUX ROAD. [2746]

BUDWEISER BEER.

EXTRA PALE LAGER BEER CLEAR BOTTLES.

OF UNIVERSAL POPULARITY.

ANHEUSER BUSH BREWING ASSOCIATION, ST. LOUIS.

LEADS IN OUTPUT AND QUANTITY.

"THE BECK'S BEER"

This Beer is brewed of best Saxon Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is delivered after being bottled, and full taste again in its fine condition in any climate. Beautifully bright, sedately sparkling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 25th July, 1902. [2603]

PRINTING OF ALL KINDS at the

moderate prices at

THE "DAILY PRESS" OFFICE.

All goods are read and all work supervised by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

SURGEON DENTIST,
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Conservation Free.
Hongkong, 22nd September, 1902. [2525]

HONGKONG.

ACHILLES, British str., 4,485, Williams, Oct. 28

Butterfield & Swire

Anping Maru, Jap. str., 1,058, Goto, Oct. 18,

Mitsui Bussan Kaisha

Bor., Norwegian str., 738, Mathisen, Oct. 27,

Canlon British str., 1,110, Stalker, Oct. 26,

Jardine, Matheson & Co.

Chelydra, British str., 1,574, Cox, Oct. 24,

Jardine, Matheson & Co.

China, American str., 3,186, Friele, Oct. 20,

P. M. S. S. Co.

Chowling, German str., 1,115, Textor, Oct. 24,

Butterfield & Swire

Choyang, British str., 1,424, Mitchell, Oct. 22,

Jardine, Matheson & Co.

Clavering, British str., 3,328, Barton, Oct. 23,

Dodwell & Co., Limited

Doric, British steamer, 4,975, Smith, Oct. 26,

O. & O. S. N. Co.

Emma Lyken, Ger. str., 1,152, Martens, Oct. 17,

East Asiatic Trading Co.

Fausang, British str., 1,410, Payne, Oct. 19,

Jardine, Matheson & Co.

F. Bayes, Amr. str., 448, Ydagaga, Oct. 12,

Brandao & Co.

Fritof, Norw. str., 966, Haraldsen, Oct. 27,

A. R. Marty

Hallong, British str., 783, Gibson, Oct. 17,

Douglas Leprik & Co.

Haitan, British str., 1,183, Rouch, Oct. 26,

Douglas Leprik & Co.

Haugang, British str., 1,356, Wilde, Oct. 27,

Jardine, Matheson & Co.

Hanoi, French steamer, 742, Merleux, Oct. 27,

A. R. Marty

Hanyang, British str., 1,207, Jamieson, Oct. 21,

Butterfield & Swire

Hermann Menzell, German str., 1,135, Schmitt,

Oct. 24, East Asiatic Trading Co.

Hopang, British str., 1,350, Hay, Oct. 18,

Jardine, Matheson & Co.

Hsueh, Chinese str., 1,135, Kolpher, Oct. 23,

Chinese

Hue, French steamer, 704, Godinau, Oct. 20,

A. R. Marty

Ichong, British str., 1,228, Jones, Oct. 16,

Butterfield & Swire

Kaga Maru, Jap. str., 3,907, Ekstrand, Oct. 27,

Nippon Yusen Kaisha

Kwangse, British str., 1,228, Harris, Oct. 24,

Butterfield & Swire

Kowlon, German str., 1,495, Stehr, Oct. 18,

Siemssen & Co.

Labon, Norwegian str., 949, Jensen, Oct. 27,

Olsen

Lena, Norwegian str., 779, Borge, Oct. 24,

Saunders, Weller & Co.

Lightning, British str., 1,122, Spence, Oct. 24,

David Sasson, Sons & Co.

Loongmoon, Ger. str., 1,245, Schulz, Oct. 22,

Siemssen & Co.

Loosok, Ger. str., 1,020, Mollermann, Oct. 27,

Butterfield & Swire

Maizuru Maru, Japanese str., 667, Saito,

Oct. 25, Osaka Shosen Kaisha

Marburg, Ger. str., 3,888, Nieldmeyer, Oct. 23,

Hamburg-America Line

Mausang, British str., 1,443, Walsh, Oct. 23,

Jardine, Matheson & Co.

Melita, French steamer, 626, Prevost, Oct. 14,

Chinese

Michael Jensen, Ger. str., 710, Jensen, Oct. 27,

Jensen & Co.

Nippon, British str., 1,223, Richards, Oct. 27,

Butterfield & Swire

Olympia, Amr. str., 1,72

